Approved For Release 2008/07/11: CIA-RDP80-00810A005800930009-0 **REPORT** CENTRAL INTELLIGENCE AGENCY INFORMATION REPORT CD NO. 25X1 COUNTRY DATE DISTR. East Germany 17 March 1955 SUBJECT 1. Experiments with Substitute Fuels to NO. OF PAGES 2 be used by Locomotives 2. Spur Track to a KVP Installation at PLACE Hennersdorf NO. OF ENCLS. **ACQUIRED** (LISTED BELOW) 25X1 DATE OF SUPPLEMENT TO INFO. REPORT NO. THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSI OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 19, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. 115 TRANSMISSION OR REVEL ATION OF 175 CONTENTS TO OR SECURITY BY AN UNAUTHORIZED PRESSO IS PROHIBITED BY LAW THE REPRODUCTION OF THIS FORM IS PROHIBITED 25X1 THIS IS UNEVALUATED INFORMATION 1954, experiments were under the diffe 25X1 d coal at the locomotive tes :1 mixture of hard coal and mud coal was used, but later experiments with a mixture consisting of one part of hard coal and three parts of mud coal are to be made. One ton of mud coal costs 28 eastmarks. Mud coal is said to have been utilized for the firing of Polish locomotives for a long time. 1 2. At a conference held in Leipzig it was decided to fire locomotives with a mixture of hard coal and raw brown coal. It was learned that the utilization of this fuel caused frequent leakages in the pipe system of locomotives.2 3. In December, no experiments were made on the utilization of coal dust for locomotives. Previous tests revealed that the use of this fuel reduced the consumption of coal by about 25 per cent when heavy-load trains were pulled but that no economy was effected at all in the case of standard trains. 3 Since 6 December 1954, the locomotives stationed at Doberlug-Kirchhain have been fired with a fuel consisting of a mixture of hard coal, raw brown coal, brown coal briquettes and mud coal mixed at a ratio of 25:25:37.5:12.5. 5. The roadbed for the spur track leading to Industrial Depot 11 at Hennersdorf has been completed. Rails have not yet been furnished. The spur track originates at the Hennersdorf-East interlocking 25X1 plant. 4 1.

	بجنومين			أرحد					The state of the s	سيخب أسسم ويناسي أمحمه	_	and the state of t
STATE		Х	NAVY		X	NSRB		DISTRI	BUTTON			
ARMY	#	x	AIR	# Appı	0V6	ed For Re	eleas	se 2008/07/1	1 : CIA-RDP8	30-00810 <i>A</i>	00	5800930009-0

•		25 X 1
SEC	RET,	
	- 2 -	
		25 X 1
coal for loco	Since April 1954, the utilization of raw brown motives has been on the increase. The use of this in increasing number of major train delays because steam in locomotives.	25 X 1
to the first	The conversion of standard stemm locomotives of confident was stopped a long time ago. A total st-file locemotives are available in East Germany.	25 X 1
to the previous y.	Information on the construction of a spur track	25X ²
		25X1
		25X

25X1

Approved For Release 2008/07/11: CIA-RDP80-00810A005800930009-0

CLASSIFICATION

SECRIT

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT CD NO.

^∩i	INTRY
\sim	114 114

East Germany

DATE DISTR. 17 March 1955

SUBJECT

1. Experiments with Substitute Fuels to

NO. OF PAGES 25X1

PLACE **ACQUIRED**

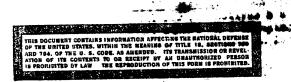
be used by Locomotives 2. Spur Track to a KVP Installation at Hennersdorf

NO. OF ENCLS.

25X1

DATE OF INFO.

SUPPLEMENT TO REPORT NO.



THIS IS UNEVALUATED INFORMATION was the first the second

In December 1954, experiments were under way to utilize Polish mud coal at the loc movive test plant in Halle. At first a 1:1 mixture of hard coal and mud coal was used, but later experiments with a mixture consisting of one part of hard coal and three parts of mud coal are to be made. One ton of mud coal costs 25 eastman tube and anide have been utilized for the firing of Polish locomotives for a long time.

25X1

- 2. At a conference held in Leipzig it was decided to fire locomotives with a mixture of hard claim and brown constitution of the the utilization of the fuel caused from the leakages in the pipe system of locomotives.2
- 5. In December, no experiments were made on the utilization of coal dust for locomotives. Previous tests revealed that the use of this fuel reduced the consumption of coal by about 25 per cent when heavy-load trains were pulled but that no economy was effected at all in the case of standard trains. 3
- 4. Since 6 December 1954, the locomotives stationed at Doberlug-Kirchhain have been fired with a fuel consisting of a mixture of hard coal, raw brown coal, brown coal briquettes and mud coal mixed at a ratio of 25:25:37.5:12.5.

25X1

25X1

5. The roadced for the spur track leading to Industrial Depot 11 at Mennersdorf has been completed. Rails have not yet been furnished. The spur track originates at the Hemersdorf-Mast interlocking plant. 4

25X1

Connent. Information on the utilization of mud coal for locomotives has been transmitted previously. According to unconfirmed information, the

25X1

import of mud coal from Poland has been discontinued.

25X1

CLASSIFICATION	SECRET
02 (30)	

			U	LAX	SILIPMILE	JIY_	DEGILER		 	 ٦
STATE	X	NAVY		35	NSRB		DISTRIBUTION		 <u> </u>	l
ARMY	х	AIR	<i>11</i> ²	Х	FBI			1	<u> </u>	

25X1

		25)
SECRET		
	ing diagram of the state of th	
~ 2 ~	ger -	
•		
	,	
Consent. Since April 1954, the utilizate coal for locomotives has been on the increase.	The use of this	25.
Tuel caused an increasing number of major train of a lack of steam in locamotives.	r defals pecance	
Comment. The conversion of standard ster	wa loosotiyos	25
to the firing of coal dust was stopped a long of 89 coal dust-firing localities are available	time ago. A total	20
or og coal dust-liring locomourses are avented.	ng mil maa e Giliikaag e	25
Comment. Information on the construction	a of a spur track	25
to the dentral KVP ordnance shop at Henreredor	f was transmitted	
proviously.		25
	_	
	•	
	· ·	25)
		25)
		25)